

**AGENDA****ITEM****NO. 9.a****LAFCO** *of Monterey County***LOCAL AGENCY FORMATION COMMISSION**

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KATE McKENNA, AICP  
Executive Officer

DATE: May 24, 2010

TO: Chair and Members of the Formation Commission

FROM: Kate McKenna, AICP, Executive Officer

**SUBJECT: PRESENTATION ON ACTIVITIES OF THE RAIL POLICY COMMITTEE  
OF THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY**

**SUMMARY OF RECOMMENDATION:**

It is recommended that the Commission receive a presentation from TAMC Executive Director Debbie Hale.

**EXECUTIVE OFFICER'S REPORT:****Overview**

On April 26, the Commission requested a briefing on proposed commuter and passenger rail service activities of the TAMC Rail Policy Committee. Rail transportation may affect regional growth and development patterns, and so is of interest to LAFCO. TAMC Executive Director Debbie Hale graciously accepted the Commission's invitation and will present this item today.


**Discussion**

TAMC's Rail Policy Committee is working to bring rail service to Monterey County. This service will enable County residents to travel by rail to jobs, health services and entertainment while reducing traffic on local highways. The rail projects are designed to enhance mobility opportunities for a diverse population and to improve regional economic vitality. TAMC also anticipates that trains will constitute a popular choice for area visitors, helping to ease traffic during the busiest summer months.

Executive Director Hale will discuss the planning for two rail services: the extension of the Caltrain commuter rail service from Santa Clara County, and passenger service along the corridor from Castroville to the Monterey Peninsula. Attachments 1 and 2 provide information about both projects.

Ms. Hale will also discuss concepts relating to transit-oriented development. As shown in Attachment 3, TAMC encourages growth along the transit corridor and in core urban areas. This is generally consistent with a LAFCO policy that encourages efficient urban development patterns.

Respectfully Submitted,

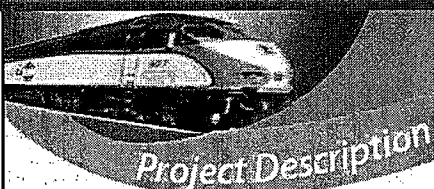
  
Kate McKenna, AICP  
Executive Officer

cc: Debbie Hale, TAMC Executive Director

Attachments:

1. Commuter Rail to Monterey County (TAMC)
2. Monterey Peninsula Fixed Guideway Service (TAMC)
3. Transit-Oriented Development (TAMC)

# COMMUTER RAIL TO MONTEREY COUNTY



## Attachment 1

**Extends existing San Francisco-San Jose-Gilroy commuter rail service to Pajaro, Castroville & Salinas in Monterey County.**

Utilizes 38 miles of existing Union Pacific Coast Mainline track between Gilroy and Salinas to provide an alternative to the highly congested US 101 corridor.

### Capital improvements:

- Train layover facility, intermodal bus facility & commuter parking in Salinas
- New platforms & parking in Castroville & Pajaro



Concept: Caltrain engine at Salinas Station

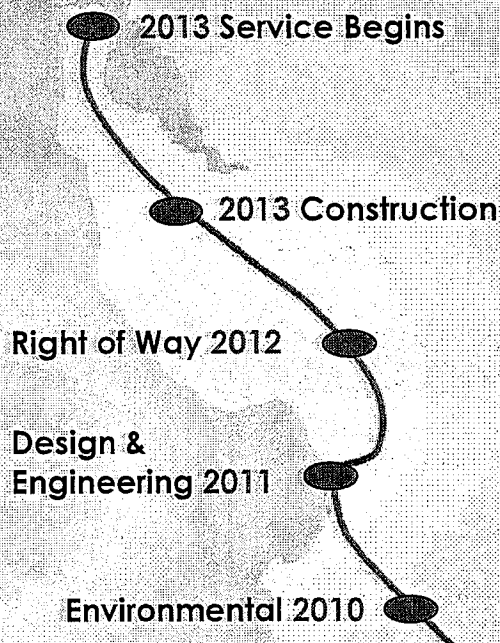
## PROJECT BENEFITS

- Improves commuter access between Salinas and San Jose, San Francisco
- Provides alternative to traffic congestion
- Facilitates access to jobs, health care, shopping
- Enhances productivity and air quality
- Expands transportation options for the elderly, young, and disabled
- Reduces commuter stress
- Promotes economic development around stations

## COST ESTIMATE

Total Capital Project Cost: \$110,000,000  
 Secured Funds \$30,500,000  
 Net Annual Operating Cost: \$1,200,000

## PROJECT TIMELINE



Estimated schedule - subject to revision

In partnership with:

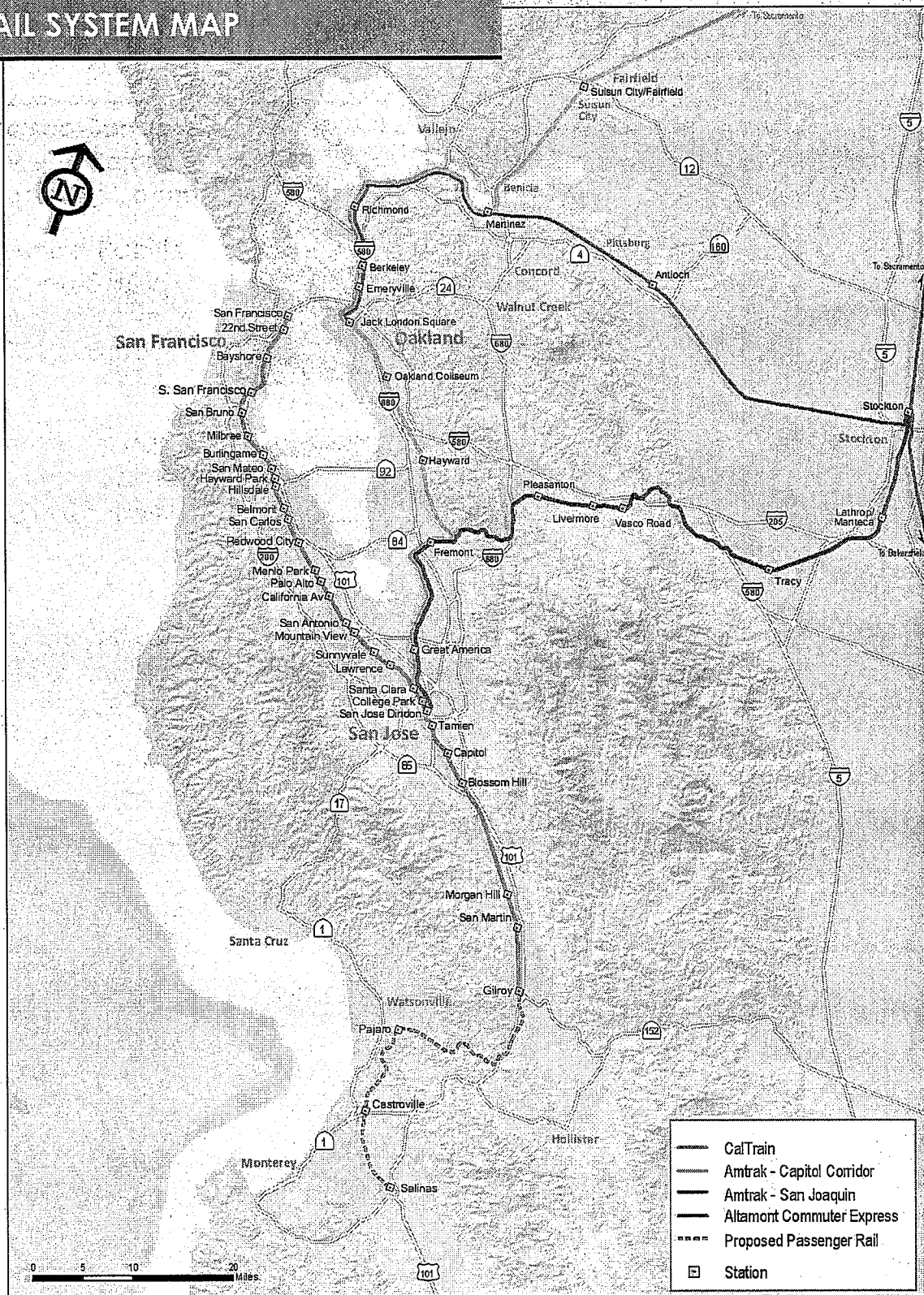


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# COMMUTER RAIL TO MONTEREY COUNTY

## RAIL SYSTEM MAP

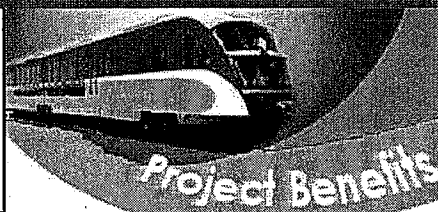


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# MONTEREY PENINSULA FIXED GUIDEWAY SERVICE



## Attachment 2

- ▶ Improves access between Monterey and Salinas
- ▶ Improves access to San Francisco and San Jose
- ▶ Provides alternative to traffic congestion
- ▶ Facilitates access to jobs, health care, shopping
- ▶ Reduces commuter stress
- ▶ Promotes economic development around stations

### PROJECT DESCRIPTION



The Monterey Peninsula Fixed Guideway Service will provide light rail transit service using the existing Monterey Branch Line alignment, which was purchased by the Transportation Agency in 2003 for \$9.3 million. The 16-mile corridor extends between Monterey and Castroville on the publicly owned tracks adjacent to Highway 1. The first phase of the project will run between Monterey and north Marina with key stations in Monterey, Seaside, Sand City, Marina/CSUMB, and connecting bus service to Pacific Grove and Carmel to the south and Salinas to the east. Later phases will extend service to the planned commuter rail station in Castroville and increase the frequency of trains. TAMC is currently in the environmental review process for this project.

### COST ESTIMATE

Total Project Cost Range:  
\$145,000,000

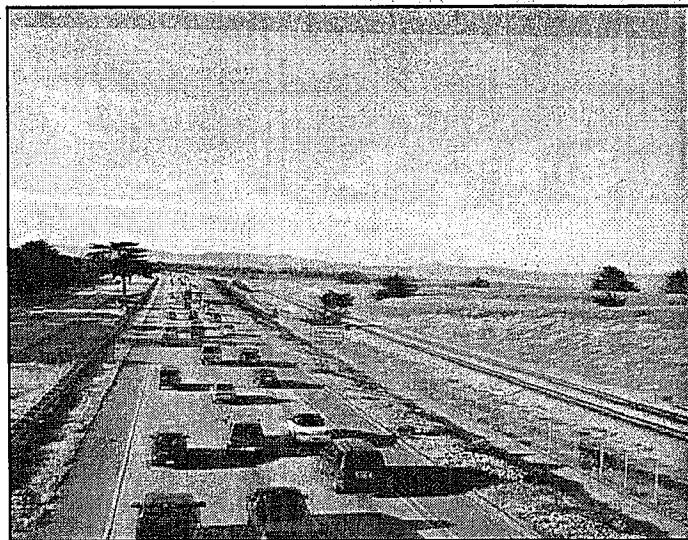
Annual Estimated Operating Cost:  
\$4,300,000

In partnership  
with:



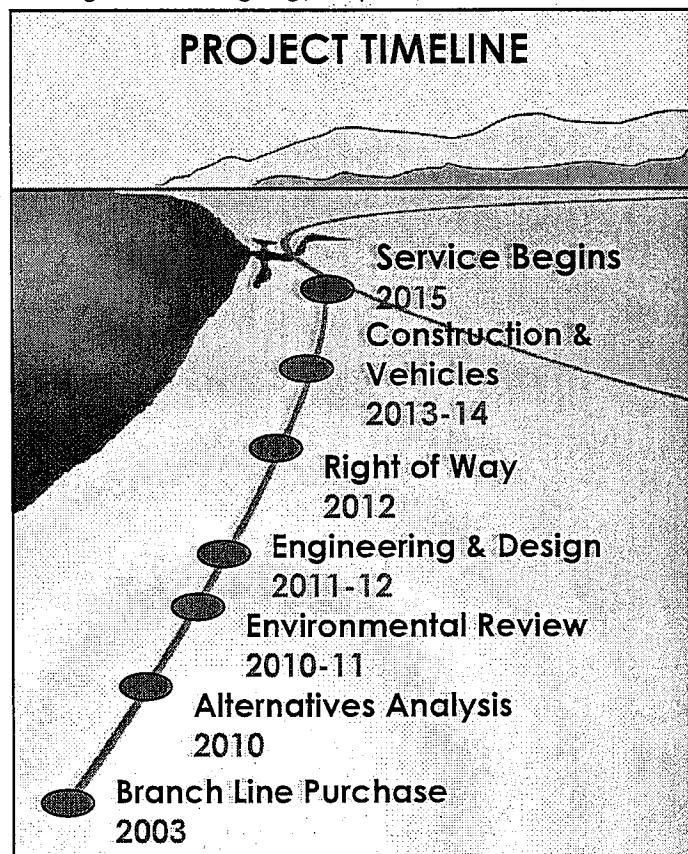
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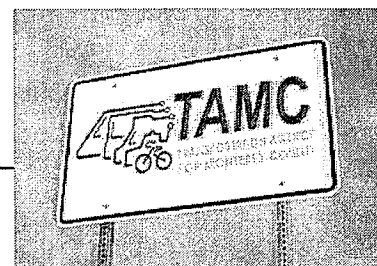


Monterey Branch Line tracks(R) and typical congestion along Highway 1 in Marina.

### PROJECT TIMELINE



Estimated schedule - subject to revision

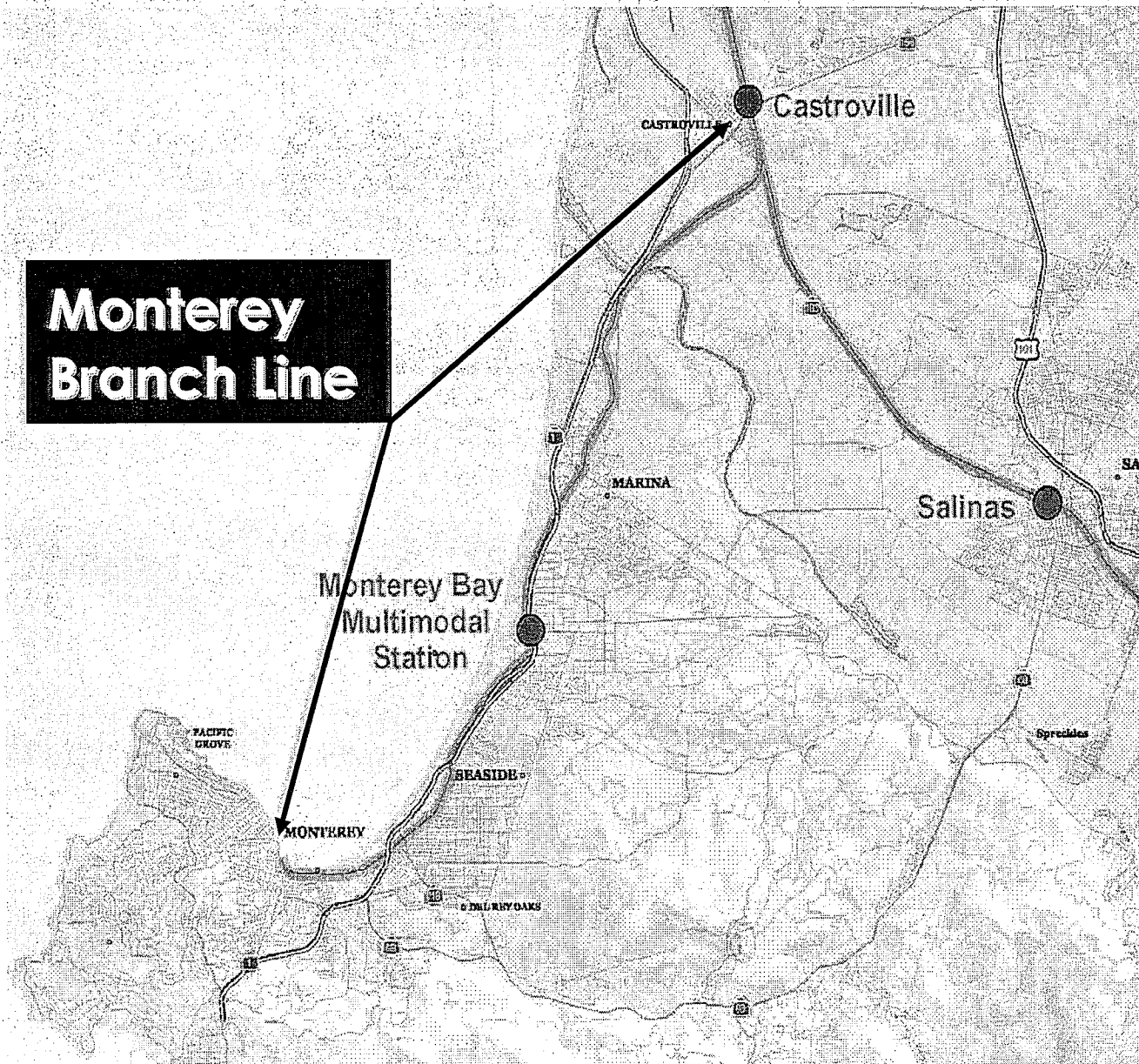




# MONTEREY PENINSULA FIXED GUIDEWAY SERVICE

## PROJECT LOCATION

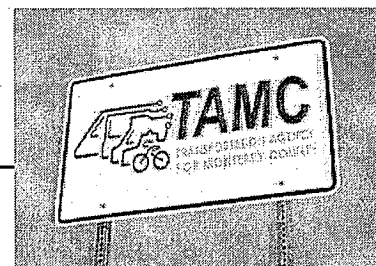
### Monterey Branch Line



Light rail transit was selected for this corridor based on its ability to provide superior transportation in the long-term while best meeting the vision and future plans for each of the peninsula cities. Light rail vehicles hold more riders than bus rapid transit vehicles and, have the ability to add train cars at a nominal operating cost, which will be beneficial when ridership increases in the future. Light rail transit was also only 10% more expensive than bus rapid transit in this corridor.

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# TRANSIT-ORIENTED DEVELOPMENT

## Attachment 3



### TAMC MISSION:

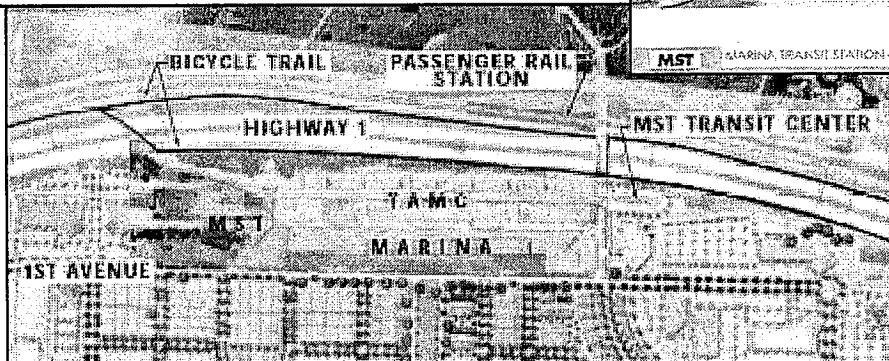
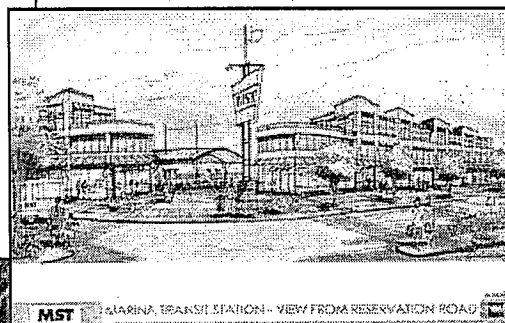
The Transportation Agency for Monterey County (TAMC) aims to develop and maintain a multi-modal transportation system that enhances the mobility, safety, access, environmental quality, and economic activities in Monterey County.

### TRANSPORTATION FOR LIVABLE COMMUNITIES

### TRANSIT-ORIENTED DEVELOPMENT INCENTIVE GRANT PROGRAM:

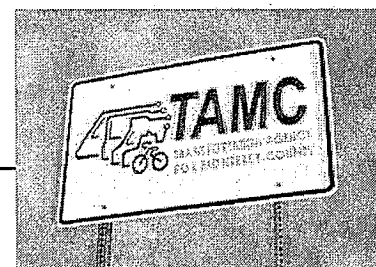
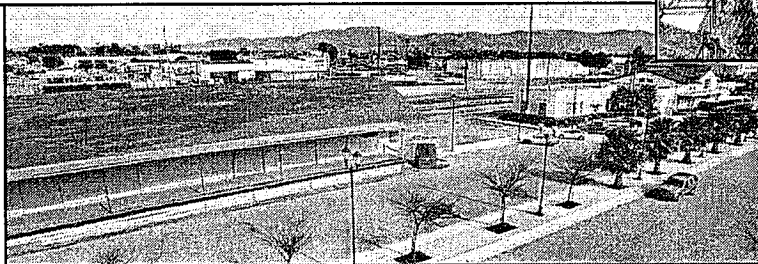
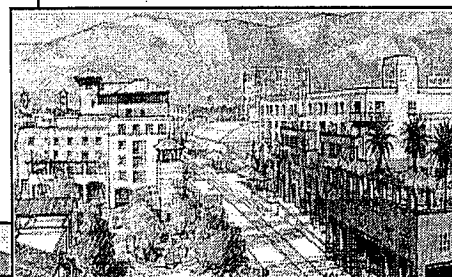
Uses transportation funds to encourage:

- ▶ Transit-Oriented Development (TOD)
- ▶ Downtown Redevelopment / Infill
- ▶ Pedestrian and bicycle-friendly design
- ▶ Mixed-use commercial & residential projects
- ▶ Collaborative project design



### TAMC Transportation-Related Principles for Community Development:

- ▶ Encourage growth in areas where transportation infrastructure exists or is most cost-effective to extend.
- ▶ Encourage higher residential densities in core areas or around transit stops to support regular transit service throughout the region.

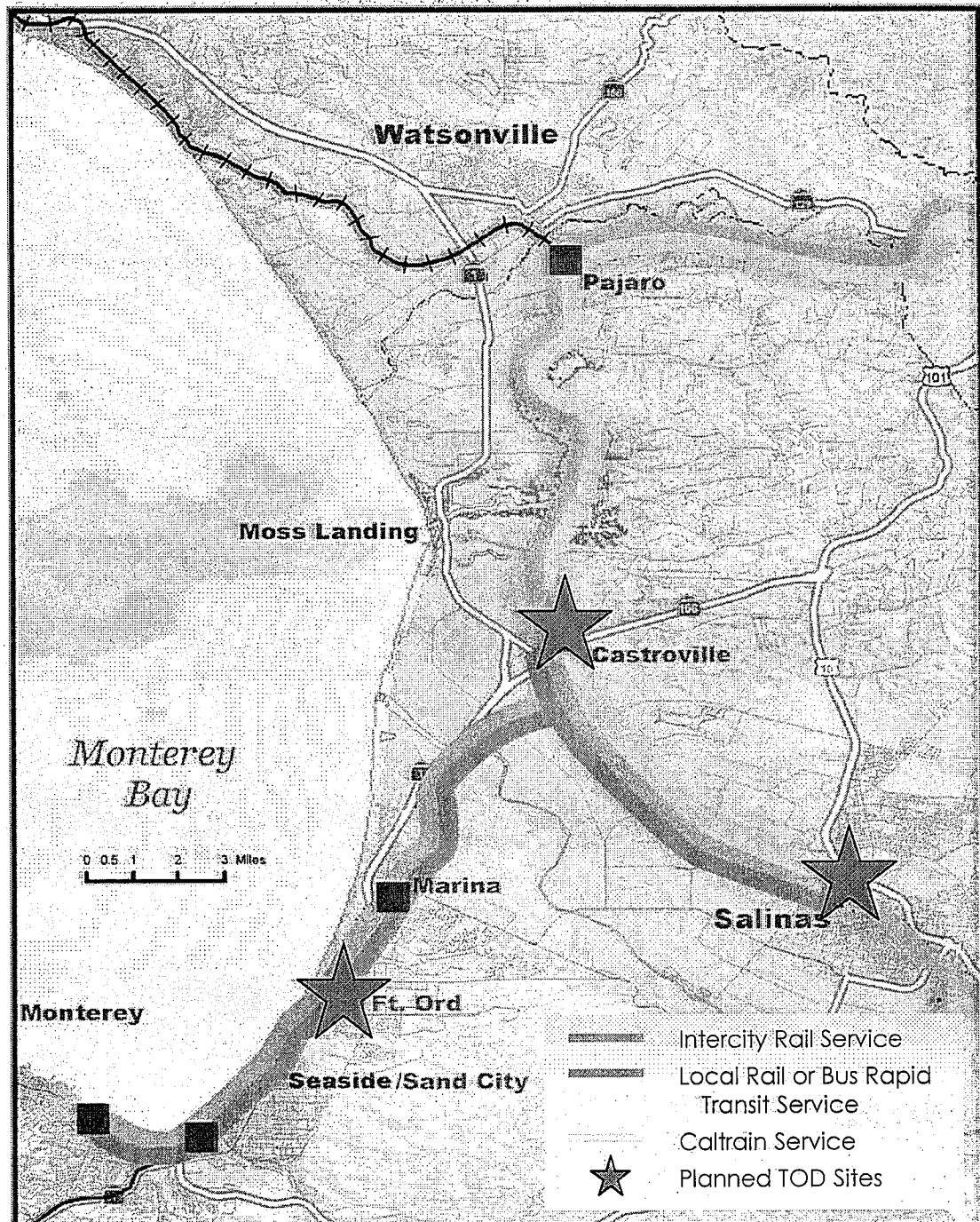


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# TRANSIT-ORIENTED DEVELOPMENT

## PROJECT LOCATION



The rail lines in Monterey County passes through many cities that support transit-oriented development – housing and mixed use near to bus centers or rail stations. Such developments are planned in Salinas, Marina and Castroville.

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